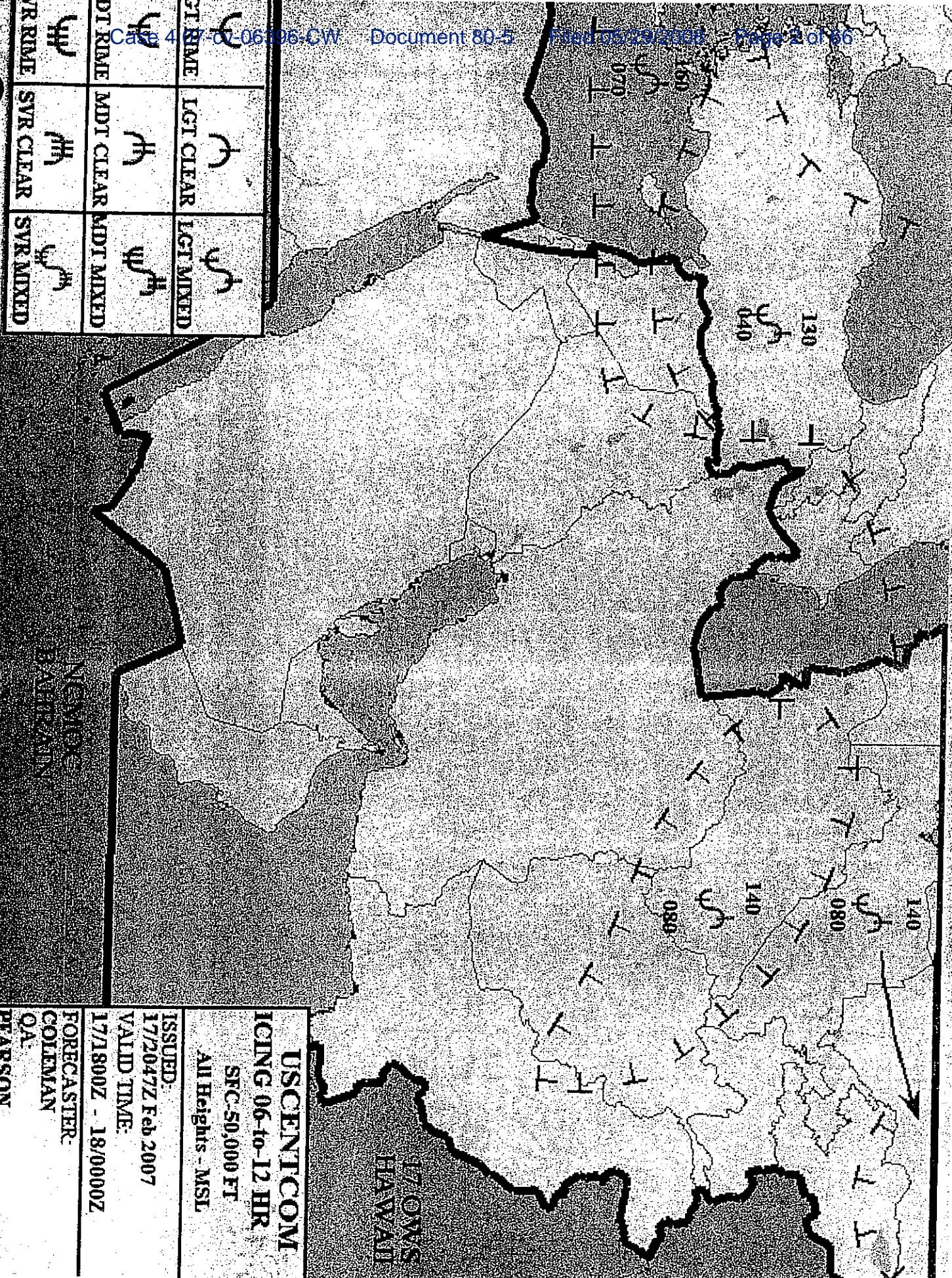


Surf ID
LEGEND



(b)(1)1.4g Pages removed for the following reason: Pages removed for the following reason: , (b)(1)1.4g

(b)(1)1.5a

From: (b)(1)1.5a
Sent: Saturday, February 17, 2007 6:49 PM
To: (b)(1)1.4a, (b)(3)(10USC130b),(b)(6)
Subject: AMD to Wx

(b)(1)1.4a



Sir,

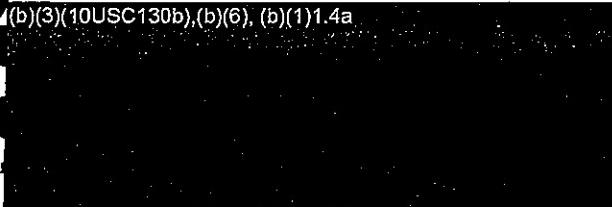
Also, expect ISOLD TSTMS from (b)(1)1.4a

DERIVED FROM: (b)(1)1.4a

DECLASSIFY ON: 25 Years from date of e-mail

DATE OF SOURCE: 1 May 2006

(b)(3)(10USC130b),(b)(6), (b)(1)1.4a

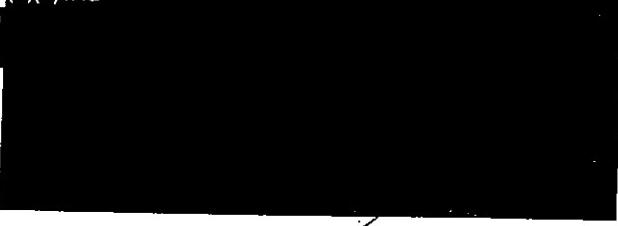


From: [REDACTED]

Sent: Saturday, February 17, 2007 6:46 PM +4:30 = Z
To: (b)(3)(10USC130b),(b)(6)

Subject: Wx

(b)(1)1.4a



Sir,

Anticipating a 19z departure. If so, Here is the FCST for route [REDACTED]

19z:
VIS: 6 HZ
SKYCON: SCT100 BKN200
ALT: 29.88 PA: + 3360
TMP: +10

ENROUTE:

Hazards LGT MXD ICG 080-140(MSL) from (b)(1) 1.4a
Freezing Level: 080

ISOLD -Rainshowers ENROUTE

[REDACTED] 2130z Arrival:

VIS: 7
SKTCON: FEW150 BKN200
ALT: 30.02 PA: + 4800
TMP: +00

(b)(3)(10USC130b),(b)(6), (b)(1)1.5a



DERIVED FROM: (b)(1)1.4a

DECLASSIFY ON: 25 Years from date of e-mail

DATE OF SOURCE: 1 May 2006

(b)(1)1.4a



(b)(1)1.4a



HEADQUARTERS

160TH SPECIAL OPERATION AVIATION REGIMENT (AIRBORNE)
2ND BATTALION
UNITED STATES ARMY SPECIAL OPERATIONS COMMAND
7277 NIGHT STALKER WAY
FORT CAMPBELL, KENTUCKY 42223-6012

Quinlan

TOTAL - 2196.8

47 D - 1173.5

47 E - 865.9

2039.4

McCAUTS

TOTAL - 1051.6

47D - 29.7

47E - 480.9

[REDACTED]
1008.4

WILKINSON - [REDACTED] 492.2

VAUGHN - 92.2

GORDON - 305.7

LECOB - \$ 64.5 million (A/C)

(b)(3)(f)(ousc130b),(b)(6)



(b)(3)(10 USC 130b), (b)(6) 4:07-cv-06396-CW Document 80-5 Filed 05/29/2008 Page 8 of 65
(b)(1)(E)
GARBS, RYAN C. PFC 24 235
(b)(3)(10 USC 130b), (b)(6) 24 240
THOMAS, KRISTOFER D. PV2 24 260
(b)(3)(10 USC 130b), (b)(6) 24 250
DUFFMAN, SCOTT TSGT 24 270
(b)(3)(10 USC 130b), (b)(6) 24 270
24 250
24 265
24 260
24 250
24 225
24 300
24 300
24 300
24 300
24 290
QUINLAN, JOHN CW3
MCCANTS, HERSEL (DAN) CW3
(b)(3)(10 USC 130b), (b)(6)
WILKINSON, ADAM SGT
VAUGHN, TRAVIS SPC
GORDON, BRANDON SPC.

Weight 4265
A/C Total: 22

Date of Brief: 15-Feb-07

Date or time period of Mission: 16 Feb 07

ETD/ETE: 1230 / 12+00

Mission / Purpose:

Case 4:07-cr-00296-CW Document 80-5 Filed 05/29/2008 Page 9 of 66
 Conduct tactical offset INFIL (O)(1) 1.4a, forces and tactical EXFIL of all ground forces ISO OBT (b)(1) 1.4a RTB to 1.4a for ROD and return to BAF on 17 FEB.

Initial Mission Approval Complete:

MBO Initials: [REDACTED]

MAA Initials: [REDACTED]

Risk Value: 64

Date: 14-Feb-07

Key Mountain Operations, Pax Transport Seats Out, A/R or FARP, Live Fire, Live Body FRIES/SPIES Hoist/Ladder over land, VMC App
 Tasks: w/LVR, Air Land Asslt, A/R or FARP, Aerial Linkup, Pax Transport Seats Out

Authorized Flight Modes:	<input type="checkbox"/> Single-SHIP	<input checked="" type="checkbox"/> Multi-SHIP	<input type="checkbox"/> Dissimilar Multi-SHIP	<input checked="" type="checkbox"/> Terrain Flight
Authorized Conditions:	<input checked="" type="checkbox"/> Day	<input type="checkbox"/> Night Unaided	<input checked="" type="checkbox"/> NVG	<input type="checkbox"/> Hood and or Planned IMC
Rmks:				

ACFT Type: MH-47E	PC: [REDACTED]	Seat: <input checked="" type="checkbox"/> L <input type="checkbox"/> R	PC Initials: [REDACTED]	Date: 15-Feb-07
Tail Number: 489	PI: [REDACTED]	ETD/ETE: 1230 / 12+00		
Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]	
Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]	
Pax: ASSLT 1				

Msn Status:	Time Flown:	Aircraft Status:
Rmks: PRI NAV, ATC, AMC		

ACFT Type: MH-47E	PC: [REDACTED]	Seat: <input checked="" type="checkbox"/> L <input type="checkbox"/> R	PC Initials: [REDACTED]	Date: 15 Feb 07
Tail Number: 476	PI: [REDACTED]	ETD/ETE: 1230 / 12+00		
Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]	
Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]	
Pax: ASSLT 2				

Msn Status:	Time Flown:	Aircraft Status:
Rmks: ROZ CALLS, PRI CASEVAC		

ACFT Type: MH-47E	PC: QUINLAN	Seat: <input type="checkbox"/> L <input checked="" type="checkbox"/> R	PC Initials: [REDACTED]	Date: 15 Feb 07
Tail Number: 472	PI: MCCANTS	ETD/ETE: 1230 / 12+00		
Crew: [REDACTED]	Crew: WILKINSON	Crew: VAUGHN		
Crew: GORDAN	Crew: COLEMAN	Crew: [REDACTED]		
Pax: CSAR / SST / IRF				

Msn Status:	Time Flown:	Aircraft Status:
Rmks: IRF, CSAR/SST		

ACFT Type:	PC: [REDACTED]	Seat: <input type="checkbox"/> L <input checked="" type="checkbox"/> R	PC Initials: [REDACTED]	Date: [REDACTED]
Tail Number:	PI: [REDACTED]	ETD/ETE: [REDACTED]		
Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]		
Crew: [REDACTED]	Crew: [REDACTED]	Crew: [REDACTED]		
Pax: [REDACTED]				

Msn Status:	Time Flown:	Aircraft Status:
Rmks:		

Msn Status: MC - Mission Complete NC - Not Completed as briefed, see remarks CX - Canceled

See Continuation Sheet

Pages removed for the following reason: (b)(1).4a (b)(1).4g

QTY OPER WT	MSN WT	ITEM	INDIV	STA	WT	MOM	COMP
			WEIGHT				
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
0	0		0.0	0.0	0.0	0.0	
		TOTAL	348.0		6683.0	2325.8	

SUMMARY	WT	STA	MOM
ZONE A	500	75.0	37.5
ZONE B	250	105.0	26.3
ZONE C	2020	169.1	341.6
ZONE D	6445	361.1	2327.0
ZONE E	500	460.0	230.0
ZONE F	1138	509.6	579.9
ZONE G	0	0.0	0.0
AUX TANKS			
TANK 1	0	0.0	0.0
TANK 2	0	0.0	0.0
TANK 3	0	0.0	0.0
FUEL			
MAIN	8000	310.0	2480.0
AUX 1	0	250.0	0.0
AUX 2	0	330.0	0.0
AUX 3	0	410.0	0.0
BASIC A/C	28379.5	326.6	9267.5

QTY		ITEM	INDIV		WT	MOM	COMP
OPER	MSN		WEIGHT	STA			
WT	WT						
0	0	BPS NEO (all panels)	1821.0	312.3	0.0	0.0	D
0	0	LEFT SIDE #3	80.0	229.3	0.0	0.0	C
0	0	LEFT SIDE #4	56.0	280.1	0.0	0.0	D
0	0	LEFT SIDE #5	55.0	320.1	0.0	0.0	D
0	0	LEFT SIDE #6	58.0	340.1	0.0	0.0	D
0	0	LEFT SIDE #7	80.0	410.0	0.0	0.0	E
0	0	RIGHT SIDE #3	80.0	229.3	0.0	0.0	C
0	0	RIGHT SIDE #4	56.0	280.1	0.0	0.0	D
0	0	RIGHT SIDE #5	53.0	320.1	0.0	0.0	D
0	0	RIGHT SIDE #6	54.0	340.1	0.0	0.0	D
0	0	RIGHT SIDE #7	83.0	410.0	0.0	0.0	E
0	0	FLOOR #3	76.0	170.3	0.0	0.0	C
0	0	FLOOR #4	77.0	180.3	0.0	0.0	C
0	0	FLOOR #5	78.0	210.2	0.0	0.0	C
0	0	FLOOR #6	78.0	229.9	0.0	0.0	C
0	0	FLOOR #7	78.0	250.3	0.0	0.0	D
0	0	FLOOR #8	78.0	269.9	0.0	0.0	D
0	0	FLOOR #9	78.0	290.1	0.0	0.0	D
0	0	FLOOR #10	78.0	310.1	0.0	0.0	D
0	0	FLOOR #11	78.0	330.1	0.0	0.0	D
0	0	FLOOR #12	78.0	350.1	0.0	0.0	D
0	0	FLOOR #13	78.0	369.9	0.0	0.0	E
0	0	FLOOR #14	77.0	390.2	0.0	0.0	E
0	0	FLOOR #15	79.0	410.2	0.0	0.0	E
0	0	FLOOR #16	78.0	429.9	0.0	0.0	E
0	0	FLOOR #17	77.0	450.8	0.0	0.0	E
1	0	BPS RAMP KIT (all panels)	450.0	496.5	450.0	223.4	F
0	0	LEFT SIDE	58.0	462.0	0.0	0.0	E
0	0	RIGHT SIDE	58.0	462.0	0.0	0.0	E
0	0	FLOOR	91.0	472.8	0.0	0.0	E
0	0	RAMP #19	81.0	501.8	0.0	0.0	F
0	0	RAMP #20	81.0	521.8	0.0	0.0	F
0	0	RAMP #21	81.0	541.8	0.0	0.0	F
0	0	BPS TANK @ 270 TREADWAY (NEO)	60.0	270.0	0.0	0.0	D
0	0	@ 410 TREADWAY (NEO)	60.0	409.9	0.0	0.0	E
1	0	SEATS (All seats removed)	-155.0	316.2	-155.0	-49.0	D
0	0	SEATS LEFT	-14.0	191.0	0.0	0.0	C
0	0	SEATS LEFT	-14.0	251.0	0.0	0.0	D
0	0	SEATS LEFT	-14.0	311.0	0.0	0.0	D
0	0	SEATS LEFT	-14.0	371.0	0.0	0.0	E
0	0	SEATS LEFT	-14.0	431.0	0.0	0.0	E
0	0	SEATS RIGHT	-14.0	191.0	0.0	0.0	C
0	0	SEATS RIGHT	-14.0	251.0	0.0	0.0	D
0	0	SEATS RIGHT	-14.0	311.0	0.0	0.0	D
0	0	SEATS RIGHT	-14.0	371.0	0.0	0.0	E
0	0	SEATS RIGHT	-14.0	431.0	0.0	0.0	E
0	0	SEAT 1 LEFT	-5.0	151.0	0.0	0.0	C
0	0	SEAT 32 LEFT	-5.0	471.0	0.0	0.0	E
0	0	SEAT 33 RIGHT	-5.0	471.0	0.0	0.0	E

QTY		DISTRIBUTION OF LOAD		INDIV 80-5 WEIGHT	Filed 05/29/2008	Page 14 of 66
OPER WT	ITEM	WT	STA	WT	MOM	COMP
0	AUX TANK 1 (+ hardware)	860.0	250.0	0.0	0.0	D
0	AUX TANK 2 (+ hardware)	860.0	330.0	0.0	0.0	D
0	AUX TANK 3 (+ hardware)	860.0	410.0	0.0	0.0	E
0	FARP KIT	590.0	464.0	0.0	0.0	E
	1 LOAD ON FWD HOOK	0.0	249.0	0.0	0.0	D
	1 CENTER HOOK	0.0	331.0	0.0	0.0	D
	1 AFT HOOK	0.0	409.0	0.0	0.0	E
	1 TANDEM HOOKS	0.0	329.0	0.0	0.0	D
0	C2 CONSOLE AND SEATS	400.0	240.0	0.0	0.0	C
0	M-134 MOUNT (1 ea)	51.5	139.8	103.0	14.4	C
0	MINIGUN (1 ea)	67.5	139.8	135.0	18.9	C
0	AMMO CAN assy, chutes, cables (1 ea)	56.0	180.8	112.0	20.2	C
0	AMMO (3500 rds @ 0.065 lbs/rd)	227.5	190.0	455.0	86.5	C
0	ALSE S/B	360.0	360.0	0.0	0.0	D
0	PFARP	140.0	360.0	0.0	0.0	D
0	ROLLERS	120.0	400.0	0.0	0.0	E
0	CENTER RIG	120.0	340.0	0.0	0.0	D
0	PAX w/BAGGAGE	275.0	360.0	4400.0	1584.0	D
0	SHOPS DSKS/EQUIPMENT	150.0	360.0	0.0	0.0	D
0	WEAPONS DSKS	150.0	500.0	0.0	0.0	F
0	AMMO CARGO (120 lbs per 1500rds)	120.0	500.0	480.0	240.0	F
0	HUMMV (5200 lbs empty)	7500.0	400.0	0.0	0.0	E
0	RSOV	6000.0	400.0	0.0	0.0	E
0	PINZGAUER	9000.0	400.0	0.0	0.0	E
0	WEASEL	4500.0	400.0	0.0	0.0	E
0	SUPERCAT	6500.0	400.0	0.0	0.0	E
0	ZODIAC	1000.0	440.0	0.0	0.0	E
0	NITROGEN BOTTLE	250.0	440.0	0.0	0.0	E
0	AFT FRIES BAR	104.0	560.0	208.0	116.5	F
1	BPS STA. 200 FWD (all panels)	495.0	143.3	495.0	71.0	C
0	PILOT LEFT FOOT	2.0	56.7	0.0	0.0	A
0	PILOT LEFT FLOOR LEFT	9.0	65.0	0.0	0.0	A
0	PILOT LEFT FLOOR RIGHT	10.0	64.5	0.0	0.0	A
0	PILOT LEFT DOOR	20.0	89.4	0.0	0.0	A
0	PILOT RIGHT FOOT	2.0	56.7	0.0	0.0	A
0	PILOT RIGHT FLOOR LEFT	10.0	65.2	0.0	0.0	A
0	PILOT RIGHT FLOOR RIGHT	9.0	64.7	0.0	0.0	A
0	PILOT RIGHT DOOR	20.0	89.4	0.0	0.0	A
0	COMPANION WAY FLOOR	29.0	105.5	0.0	0.0	B
0	UNDER GUN SIDE	47.0	141.1	0.0	0.0	C
0	LEFT SIDE	88.0	182.8	0.0	0.0	C
0	RIGHT SIDE DOOR #1	21.0	140.0	0.0	0.0	C
0	RIGHT SIDE DOOR #2	88.0	182.8	0.0	0.0	C
0	FLOOR #1	62.0	132.0	0.0	0.0	C
0	FLOOR #2	78.0	150.0	0.0	0.0	C

MH-47E PERFORMANCE PLANNING CARD
MH-47E PERFORMANCE PLANNING CARD

(b)(1) 1.4a

DEPARTURE DATA

DEPARTURE PA	4852	FT	TEMP	5	*C
TAKEOFF GWT	48900	LBS	FUEL	5400	LBS
MAX TQ AVAILABLE	97 %	103 %	30 MIN	10 MIN	SINGLE
GO / NO GO TQ	85 %	10 FT	SINGLE	101 %	%
PRED HOVER TQ	83 %	10 FT	SINGLE	101 %	%
HOVER OGE TQ	97 %	80 FT	SINGLE	101 %	%
MAX GWT HVR (LBS)	*56127*	50068	36073	42431	
MAX RIC A/S	80 CAS	58 %	NIC	NIC	%
MAX RANGE A/S	124 CAS	79 %	NIC	NIC	%
MIN / MAX A/S	0 CAS	130 CAS	NIC	NIC	%
VAL FACTOR	50000 LBS @	10 FT	85 %		
FACTOR	52000 LBS @	10 FT	90 %		

CRUISE DATA

CRUISE PA	5800	FT	TEMP	4	*C
CRUISE GWT	48679	LBS	DELTA(G) DRAG	0	FT ²
CHART PA	Calc	FT	CHART TEMP	Calc	*C
MAX TQ AVAILABLE	95 %	101 %	30 MIN	10 MIN	SINGLES
CRUISE A/S	101 CAS	NIC	NIC	NIC	MSL
CRUISE TQ	65 %	40 °C	28000 MSL	28111 MSL	FT in PPH
RET LCT VNE	47 CAS	CAS	INOP CGI	103 CAS	
MAX R/C A/S	78 CAS	58 %	NIC	NIC	%
MAX RANGE A/S	122 CAS	80 %	NIC	NIC	%
MIN / MAX A/S	12 CAS	126 CAS	NIC	NIC	%
SESC (ALT) (50FPM)	NIC	NIC	NIC	NIC	%
SESC (WT) (50FPM)	NIC	NIC	NIC	NIC	%

TF DATA

MAX CLIMB ANGLE	7.1	CAS	78 CAS	101 CAS	
CURRENT CLIMB CAPABILITY	4.0	%	101 CAS		
10 OBJ (OBJ)					
ARRIVAL PA	2835	FT	TEMP	6	*C
ARRIVAL GWT	47410	LBS	FUEL	3910 LBS	
MAX TQ AVAILABLE	*104 *	%	*111 %	*119 %	%
PRED HOVER TQ	77 %	10 FT	*154 %		%
HOVER OGE TQ	90 %	80 FT	*180 %		%
IGE	0 GE		*IGE		OGE
MAX GWT HVR (LBS)	*57586*	51385	38988	34778	
MIN / MAX A/S	0 CAS	149 CAS	53 CAS	112 CAS	

NOTE: Recompute if PA changes + 1000/Temp + 5°C / Weight increase of 1000lbs

Asterisks (*) indicate calculations that exceed AWR limits or aircraft capabilities

VER. 2.0

HOVER DATA

CONDITION 1: EXFIL TO OBJ (OBJ)			CONDITION 2: EOM 90 YUKON		
PA	2835	TEMP	7 *C	PA	5600 TEMP 4 *C
GWT	46325	HVR HT	10	GWT	44983 HVR HT 10
MARG	1.000			MARG	1.000
DUAL Engine - Continuous				Dual Engine - Continuous	
DUAL ENG				DUAL ENG	
TQ AVAILABLE				101 %	%
TQ RQD (IGE)				75 %	%
FUEL FLOW (IGE)				2894 PPH	PPH
TQ RQRD (OGE)				87 %	%
FUEL FLOW (OGE)				3378 PPH	PPH
MAX GWT HVR (IGE)				54000 LBS	LBS
MAX LOAD (IGE)				7675 LBS	LBS
MAX GWT HVR (OGE)				51302 LBS	LBS
MAX LOAD (OGE)				4977 LBS	LBS
HVR ABS CIG (IGE)				8668 FT	FT
HVR ABS CIG (OGE)				5851 FT	FT
MAX HVR HT (AGL)				OGIE FT	FT
TAKEOFF DISTANCE				640 FT	FT
MAX VERT RT CLIMB				1161 FPM	FPM
FF @ FLT IDLE				1420 PPH	PPH
FF @ GND IDLE				681 PPH	PPH

CONDITION 1: EXFIL HIGH MEA 38			CONDITION 2: EXFIL HIGH MEA 38		
PA	6800	TEMP	1 *C	PA	8700 TEMP 8 *C
GWT	48085	ΔDrag	0	GWT	45717 ADrag 0
CAS	98	TAS	*110*	CAS	*110* TAS 110
MARG	1.000	ROC	0	MARG	1.000 ROC 0
Dual Engine - Continuous				DUAL ENG	
TQ AVAILABLE				91 %	%
TQ REQUIRED				66 %	%
FUEL FLOW				2809 PPH	PPH
MAX ENDUR-RCA/S				76 CAS	CAS
R/C @ MAX R/C A/S				1383 FPM	FPM
VNE				1103 FPM	FPM
TC CLIMB ANGLE				3.3 °	°
MAX RANGE A/S				118 CAS	CAS
MIN / MAX A/S				153 CAS	CAS
OPERATING LIMIT				153 CAS	CAS
TO AVAILABLE				125 CAS	CAS
TQ REQUIRED				53439 LBS	LBS
FUEL FLOW				54000 LBS	LBS
MAX FLT WT AT Input A/S				54000 LBS	LBS
MAX FLT WT AT Max R/C A/S				18 CAS	CAS
MIN AIRSPEED				118 CAS	CAS
MAX AIRSPEED				125 CAS	CAS
SERVICE CIG (TEMP)			1 °C	9 CAS	°C
SERVICE CIG (MSL)				10461 FT	FT

CONDITION 1: EXFIL HIGH MEA 38			CONDITION 2: EXFIL HIGH MEA 38		
PA	6800	TEMP	1 *C	PA	8700 TEMP 8 *C
GWT	48085	ΔDrag	0	GWT	45717 ADrag 0
CAS	98	TAS	*110*	CAS	*110* TAS 110
MARG	1.000	ROC	0	MARG	1.000 ROC 0
Dual Engine - Continuous				DUAL ENG	
TQ AVAILABLE				91 %	%
TQ REQUIRED				80 %	%
FUEL FLOW				2453 PPH	PPH
MAX ENDUR-RCA/S				77 CAS	CAS
R/C @ MAX R/C A/S				1536 FPM	FPM
VNE				1331 FPM	FPM
TC CLIMB ANGLE				4.1 °	°
MAX RANGE A/S				120 CAS	CAS
MIN / MAX A/S				153 CAS	CAS
OPERATING LIMIT				125 CAS	CAS
TO AVAILABLE				125 CAS	CAS
TQ REQUIRED				53439 LBS	LBS
FUEL FLOW				54000 LBS	LBS
MAX FLT WT AT Input A/S				54000 LBS	LBS
MAX FLT WT AT Max R/C A/S				18 CAS	CAS
MIN AIRSPEED				118 CAS	CAS
MAX AIRSPEED				125 CAS	CAS
SERVICE CIG (TEMP)			1 °C	9 CAS	°C
SERVICE CIG (MSL)				10461 FT	FT

* indicates calculations that exceed AWR limits or aircraft capabilities

<http://www.defenseindustrydaily.com/2006/03/honeywell-gets-715m-for-ch47fs-t55714a-engines/index.php> 26 MAR 07

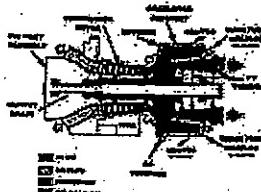
Home > Honeywell Gets \$71.5M for CH-47F's T55-714A Engines

Honeywell Gets \$71.5M for CH-47F's T55-714A Engines

Posted 13-Mar-2006 06:22

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T55-714 airflow cutaway
(click to view full)

Honeywell International Inc. in Phoenix, AZ received a \$71.5 million modification to a firm-fixed-price contract for CH-47 **T55-714A engines** and fielding kits. The T55-714A engine is upgrading the existing CH-47D fleet, and is also part of the USA's **CH-47F Chinook Cargo Helicopter Modernization Program**, which DID recently covered in-depth. **Honeywell notes** that the estimated production value of these engines from 2002-2010 is \$1.1 billion if all engine options are exercised. Work on this modification will be performed in Phoenix, AZ and is expected to be complete by Dec. 31, 2009. This was a sole source contract initiated on Feb. 13, 2003 by the U.S. Army Aviation and Missile Command in Redstone Arsenal, AL (W58RGZ-04-C-0061).

The new T55-714A engines deliver 4,868 horsepower each, enabling the CH-47F to reach speeds in excess of 175 mph and transport up to 21,016 pounds. As a point of comparison, the original CH-47A's twin T55-L7 engines generated 2,650 SHP each, and the CH-47D's T55-L-712 turboshaft engines produced 3,750 SHP. This power increase is especially useful in hot and high-altitude conditions. Chinook-Helicopter.com has more pictures and information concerning the T55 engine family.

DA FORM 2408-20, OCT 97

DA FORM 2408-20, DEC 91, MAY BE USED

OIL ANALYSIS LOG

For use of this form, see DA PAMs 738-751; the proponent agency is DCSL

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SIGNIFICANT HISTORICAL DATA

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Report Date: 06-Mar-2007

1. PART NO 2-121-110-35	2. SN 061365109	3. ACFT 9200472	4. NOMENCLATURE DISK ASSY 2ND TURBINE7	5. NSN 2840014585361	6. CAGE NO. 2	7. STAGE 2	8. ACCEPT. DATE 5/11/2006
WHEEL DIAMETRICAL MEASUREMENTS							
DATE <u>a</u>	WHEEL TIME <u>b</u>	WHEEL WITH BLADES		DATE <u>a</u>	TIME <u>b</u>	WHEEL WITH BLADES	
		BEFORE GRIND (1)	AFTER GRIND (2)			BEFORE GRIND (1)	AFTER GRIND (2)
5/11/2006	0	14.9178	14.9178				
ABNORMAL TEMPERATURE AND/OR OVERSPEED DATA							
DATE <u>a</u>	ENGINE TIME <u>b</u>	WHEEL TIME <u>c</u>	TEMPERATURE (Degrees C) <u>d</u>	SPEED <u>e</u>	Time Over Limit <u>f</u>	REMARKS	
						<u>g</u>	
INSTALLATION DATA							
ACTIVITY <u>a</u>	ENGINE MODEL <u>(1)</u>	SN <u>(2)</u>	INSTALLED DATE <u>(1)</u>	REMOVED DATE <u>(1)</u>	ENG TIME <u>(2)</u>	REASON FOR REMOVAL <u>f</u>	
						W/T <u>e</u>	0
HONEYWELL	T55-GA-714A	06PGA00888	5/11/2006	0			

DA FORM 2408-19-E, NOV 91
EDITION OF MAY 67 IS OBSOLETE

AIRCRAFT ENGINE TURBINE WHEEL HISTORICAL RECORD

For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG

Report Date: 6-Mar-2007

Continued

Report Date: 6-Mar-2007

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SIGNIFICANT HISTORICAL DATA

REVERSE OF DA FORM 2408-19-E, NOV 91

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1. PART NO 2-SN 2-121-090-79	2. SN 051365108	3. ACFT 9200472	4. NOMENCLATURE DISK ASSY 1ST TURBINE/7	5. NSN 2840014588361	6. CAGE NO. 1	7. STAGE 1	8. ACCEPT. DATE 5/11/2006
WHEEL DIAMETRICAL MEASUREMENTS							
DATE a	WHEEL TIME b	WHEEL WITH BLADES		WHEEL TIME b	WHEEL TIME (1)		WHEEL WITH BLADES AFTER GRIND (2)
		BEFORE GRIND (1)	AFTER GRIND (2)		BEFORE GRIND (1)	AFTER GRIND (2)	
5/11/2006	0	14.5056	14.5056				
ABNORMAL TEMPERATURE AND/OR OVERSPEED DATA							
DATE a	ENGINE TIME b	WHEEL TIME c	TEMPERATURE (Degrees C) d	SPEED e	Time Over Limit f	REMARKS	
						g	g
INSTALLATION DATA							
ACTIVITY a	ENGINE MODEL (1)	SN (2)	INSTALLED DATE (1)	ENG TIME (2)	REMOVED DATE (1)	REASON FOR REMOVAL f	
						g	g
HONEYWHEEL	T55-GA-714A	06PGAA00888	5/11/2006	0	0		

DA FORM 2408-19-E, NOV 91
EDITION OF MAY 67 IS OBSOLETE

AIRCRAFT ENGINE TURBINE WHEEL HISTORICAL RECORD
For use of this form, see DA PAM 738-761; the proponent agency is DCSLOG

NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN NSTALL CYC/HRS	TIME SINCE O/H	COMP NSTALL CYC/HRS	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				e		h		
a	b	c	d		g		j	k

7. SIGNIFICANT HISTORICAL DATA

--

6 NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN NSTALL CYC/HRS <i>e</i>	TIME SINCE O/H	COMP NSTALL CYC/HRS <i>h</i>	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				NOMEN REMOVAL CYC/HRS <i>f</i>		COMP REMOVAL CYC/HRS <i>i</i>		
a	b	c	d	g			j	k

DISK 7TH COMPRESSOR(714A)	2-100-045-09	050350108780	RC	0	RC	0	15000	15000
04A01C09G	2840-01-475-9270	2					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391918	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	2					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391903	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	2					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391906	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	2					cycles	
SPACER 6TH COMPRESSOR(714A)	2-100-052-33	050350110868	RC	0	RC	0	15000	15000
04A01C09L	2840-01-475-9238	2					cycles	

1. NOMENCLATURE COMPRESSOR ROTOR ASSY(714A)	2. NSN Case 4:07-cv-20639-CW Document 80-5 Filed 05/29/2008 Page 25 of 66	3. PART NUMBER OR MODEL 2101-600-57	4. SERIAL NUMBER 051365106626	5. WUC 04A01C				
NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS i	g	COMP REMOVAL CYC/HRS l		
CENTRIFUGAL IMPELLER(714A)	2-100-180-17	051365106626	RC	0	RC	0	15000	15000
04A01D	2840-01-128-6582	2						cycles
COMPRESSOR SHAFT(714A)	2-101-238-09	062517400267	RC	0	RC	0	15000	15000
04A01C01	2840-01-391-7257	2						cycles
COMPRESSOR SPACER 1ST(714A)	2-103-024-04	060350100769	RC	0	RC	0	15000	15000
04A01C09H	5365-01-492-9294	2						cycles
COMPRESSOR SPACER 2ND(714A)	2-100-047-09	061686800308	RC	0	RC	0	15000	15000
04A01C09J	5365-01-214-5928	2						cycles
DISK 1ST COMPRESSOR(714A)	2-101-331-09	061365107393	RC	0	RC	0	15000	15000
04A01C09A	NSN PENDING	2						cycles
DISK 2ND COMPRESSOR(714A)	2-101-332-06	051365108919	RC	0	RC	0	13000	13000
04A01C09B	NSN PENDING	2						cycles
DISK 3RD COMPRESSOR(714A)	2-101-263-07	050350110529	RC		RC	0	11000	11000
04A01C09C	NSN PENDING	2						cycles
DISK 4TH COMPRESSOR(714A)	2-100-042-10	050350110529	RC	0	RC	0	15000	15000
04A01C09D	NSN PENDING	2						cycles
DISK 5TH COMPRESSOR(714A)	2-100-043-10	050350110709	RC	0	RC	0	15000	15000
04A01C09E	NSN PENDING	2						cycles
DISK 6TH COMPRESSOR(714A)	2-100-044-08	050350110809	RC	0	RC	0	15000	15000
04A01C09F	NSN PENDING	2						cycles

PART 2 - 714A ENGINE/COMPONENT REPORT APPROVED BY DA G4

1. MODEL T55-GA-714A	2. ENG S/N 06PGA00888	3. NOMENCLATURE COMPRESSOR ROTOR ASSY(714A)	4. PIN 2-101-600-57	5. S/N 051365106626				
6.								
HISTORICAL COUNTS ON ENGINE								
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h
2								
1-	0	0	0	0	0	0	0	0
3=								

7. NO. OF OVERHAULS

READING AT REMOVAL OF ENGINE = Total Counts
READING AT INSTALLATION
LINE 2 MINUS LINE 1 = Total Counts since install

NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN	TIME SINCE O/H	COMP	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				NSTALL CYC/HRS		h		
a	b	c	d	e	g	h	j	k

7.

SIGNIFICANT HISTORICAL DATA

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1. NOMENCLATURE TURBINE ROTOR(714A)	2. NSN 2840-01-458-5361	3. PART NUMBER OR MODEL Document 80-5 2-141-140-45	4. SERIAL NUMBER 06P13805	5. WUC 04A03E
--	----------------------------	--	------------------------------	------------------

NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN NSTALL CYC/HRS	TIME SINCE O/H	COMP NSTALL CYC/HRS	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				e	g	h		
a	b	c	d				j	k
DISK 4TH TURBINE(714A)	2-141-170-22	051365103881	RC		RC	0	10960	10960
04A03E02	2825-01-205-0769	2					cycles	
SHAFT INTEGRAL 3RD DISK(714A)	2-141-350-10	051365104719	RC		RC	0	13200	13200
04A03F	2840-01-470-8620	2					cycles	

1. MODEL T55-GA-714A	2. ENG S/N 06PGA00888	3. NOMENCLATURE TURBINE ROTOR(714A)	4. P/N 2-141-140-45	5. S/N 06PP13305					
6.									
HISTORICAL COUNTS ON ENGINE									
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h	7. NO. OF OVERHAULS
2									READING AT REMOVAL OF ENGINE = Total Counts
1-	0	0	0	0	0	0	0	0	READING AT INSTALLATION
3=									LINE 2 MINUS LINE 1 = Total Counts since Install

7

SIGNIFICANT HISTORICAL DATA

19-JUL-2006 1 ENGINE INSTALLED ON A/C 9200472 AT 0 HRS AND 0 CYCLES

AZ234969

DCO 2/160

FTCKY

21-Jul-2006

1 ENGINE INSTALLED IN ELAS. COMPONENT WILL BE CONVERTED TO ULLSA SYSTEM. THE FOLLOWING COMP DID NOT APPEAR ON ELAS INSTALLABLE LIST, BUT WILL BE INSTALLED AT CONVERSION TO ULLSA:
COMPRESSOR SPACER 1ST
04A1C09H
PN: 2-103-024-07
NSN: 5365-01-492-9294
SN: 060350100769
#OH: RC
NOMEN INST HRS: 0
TSO: RC
COMP INST HRS: 0
O/H OR REPLACEMENT LIFE: 15000 CYCLES

PH826449, PCW

WESTAR

FTCKY 42223

04-Aug-2006

1 50 HR INSP. ENG HRS: 0, 3RD COMP DISK: 0, GP SEALING PLATE: 0, GP SPACER: 0,
1ST TURBINE DISK: 0, 2ND TURBINE DISK: 0, 3RD TURBINE DISK: 0, 4TH TURBINE
DISK: 0, N1 MAJOR CYCLES: 0, N1 MINOR CYCLES: 0.

JT213623

D CO 2ND BN 160TH SOAR (A)

FTCKY 42223

NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN NSTALL CYC/HRS <i>e</i>	TIME SINCE O/H	COMP NSTALL CYC/HRS <i>h</i>	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				NOMEN REMOVAL CYC/HRS <i>f</i>		COMP REMOVAL CYC/HRS <i>i</i>		
a	b	c	d					
SPACER TURBINE GAS(714A)	2-121-071-42	051365109438	RC		RC	0	8300	8300
04A02B13	5365-01-467-9095	2					cycles	
TURBINE ROTOR(714A)	2-141-140-45	06P13805	CC	0	CC	0	COND	COND
04A03E	2840-01-483-0254	2						

1. NOMENCLATURE ENGINE, GAS TURBINE (714A)		2. NSN 2840-01-458-5361	3. PART NUMBER OR MODEL Document 80-5 2-001-020-39			4. SERIAL NUMBER 06PGA00888			5. WUC 04A	
NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H f	NOMEN REMOVAL CYC/HRS g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE i	REP. DUE (Engine Hours/ Cycles) k	
				NOMEN REMOVAL CYC/HRS i	COMP REMOVAL CYC/HRS j					
ENGINE, GAS TURBINE (714A)	2-001-020-39	06PGA00888	0	0	0	0	0	2400	2400	
04A	2840-01-458-5361									
COMPRESSOR ROTOR ASSY(714A)	2-101-600-57	051365106626	CC	0	CC	0	COND	COND	COND	
04A01C	NSN PENDING	2								
CYLINDER 1ST TURBINE(714A)	2-121-470-49	061499500404	CC	0	CC	0	COND	COND	COND	
04A03B	2840-01-478-5346	2								
DISK ASSY 1ST TURBINE(714A)	2-121-090-79	051365108620	RC		RC	0	8500	8500	cycles	
04A03A	NSN PENDING	2								
BLK ASSY 2ND TURBINE(714A)	2-121-110-35	051365109037	RC		RC	0	3300	3300	cycles	
04A03C	NSN PENDING	2								
HYDROMECHANICAL ASSY	110700-02D6	1159901341248	0	0	0	0	2400	2400	eng hrs	
04A05A	2915-01-371-9305	2								
LINER ASSY, COMBUSTION	2-131-110-76	062463718192	CC	0	CC	0	COND	COND	COND	
04A02A	2840-01-458-9984	2								
NOZZLE ASSY 1ST TURBINE	2-121-430-25	06P14491	CC	0	CC	0	COND	COND	COND	
04A02C	2840-01-461-4685	2								
NOZZLE ASSY, 2ND TURBINE	2-121-100-79	062490600597	CC	0	CC	0	COND	COND	COND	
04A03D	2835-01-453-7890	2								
SEALING PLATE 1ST GP(714A)	2-121-075-36	051365103338	RC		RC	0	20990	20990	cycles	
04A02B12	2840-01-465-8934	2								

PART 2 - 714A ENGINE/COMPONENT REPORT APPROVED BY DA G4

1. MODEL T55-GA-714A	2. ENG S/N 06PGAA00888	3. NOMENCLATURE ENGINE, GAS TURBINE (714A)	4. PN 2-001-020-39	5. S/N 6A. DECU SIN 1159900020092					
6. HISTORICAL COUNTS ON ENGINE									
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h	7. NO. OF OVERHAULS 0
2									READING AT REMOVAL ENGINE = Total Counts
1-	0	0	0	0	0	0	0	0	READING AT INSTALLATION
3=									LINE 2 MINUS LINE 1 = Total Counts since install

No.2 Engine

06PGA00888

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1. END ITEM HELIICOPTER		2. SAMPLE FREQUENCY		3. NOMENCLATURE ENGINE, GAS TURBINE (714A)	
b. MAKE OR TYPE MH-47E		Hrs	Days	b. SERIAL NUMBER 06PGA00887	d. ACFT HRS LAST OIL CHANGE 3699
c. SERIAL NUMBER 9200472				c. TIME SINCE NEW OR OVERHAUL 0	e. ACFT HRS INSTALLED 0
4. DATE SAMPLE SUBMITTED	5. HOURS		6. REASON FOR SAMPLE	7. RESULTS	8. RESULTS RECEIVED
	END ITEM a	COMPONENT b	LAST OIL CHG c		DATE a
10-Aug-2006	3699	0	0	INITIAL	PID b
30-Sep-2006	3748	49	49	ROUTINE	05-Oct-2006 DH042717
02-Nov-2006	3797	98	98	ROUTINE	06-Nov-2006 JM431148
30-Nov-2006	3821	122	122	ROUTINE	06-Dec-2006 DM827370
17-Dec-2006	3852	153	153	ROUTINE	DM827370
07-Feb-2007	3898	199	199	ROUTINE	08-Feb-2007 TB684508

9.
REMARKS:

25 AUG 2006: DATE OIL SAMPLES ENTERED INTO ULLSA PH826449, WESTAR, FTCKY 42223. 7-FEB-2007: 100 HR

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Report Date: 6-Mar-2007 Continued

TURBINE WHEEL BLADE DATA

SIGNIFICANT HISTORICAL DATA

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REVERSE OF DA FORM 2408-19-E, NOV 91

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Report Date: 06-Mar-2007

DA FORM 2408-19-E, NOV 91

AIRCRAFT ENGINE TURBINE WHEELS HISTORICAL RECORD

For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG.

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ABNORMAL TEMPERATURE AND/OR OVERSPEED DATA

INSTANTANEOUS DATA

DA FORM 2408-19-E, NOV 91

AIRCRAFT ENGINE TURBINE WHEEL HISTORICAL RECORD

For use of this form, see DA PAM 738-73; the proponent agency is DCS/OS.

**COMPRESSOR ROTOR
ASSY(714A)**

Case 4:07-cv-06396-CW

Document 80-5

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NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN	NSTALL	COMP	O/H OR REPLAC	REP.
				e	CYC/HRS	TIME SINCE O/H	h	DUE (Engine Hours/ Cycles)
a	b	c	d		f	g	i	k

7.

SIGNIFICANT HISTORICAL DATA

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NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		
a	b	c	d		g		j	k

DISK 7TH COMPRESSOR(714A)	2-100-045-09	050350108790	RC	0	RC	0	15000	15000
04A01C09G	2840-01-475-9270	1					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391915	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	1					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391904	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	1					cycles	
SPACER 3,4,5 COMPRESSOR(714A)	2-100-048-14	062512391891	RC	0	RC	0	15000	15000
04A01C09K	5365-01-492-6958	1					cycles	
SPACER 6TH COMPRESSOR(714A)	2-100-052-33	050350110869	RC	0	RC	0	15000	15000
04A01C09L	2840-01-475-9238	1					cycles	

1. MODEL T55-GA-714A	2. ENG SN 06PGA00887	3. NOMENCLATURE COMPRESSOR ROTOR ASSY(714A)	4. P/N 2-101-600-57	5. SIN 051365109302
-------------------------	-------------------------	---	------------------------	------------------------

6.

7. NO. OF OVERHAULS

HISTORICAL COUNTS ON ENGINE							
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g
2							
1-	0	0	0	0	0	0	0
3=							

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READING AT REMOVAL
ENGINE = Total Counts

READING AT
INSTALLATION

LINE 2 MINUS LINE 1 = Total
Counts since Install

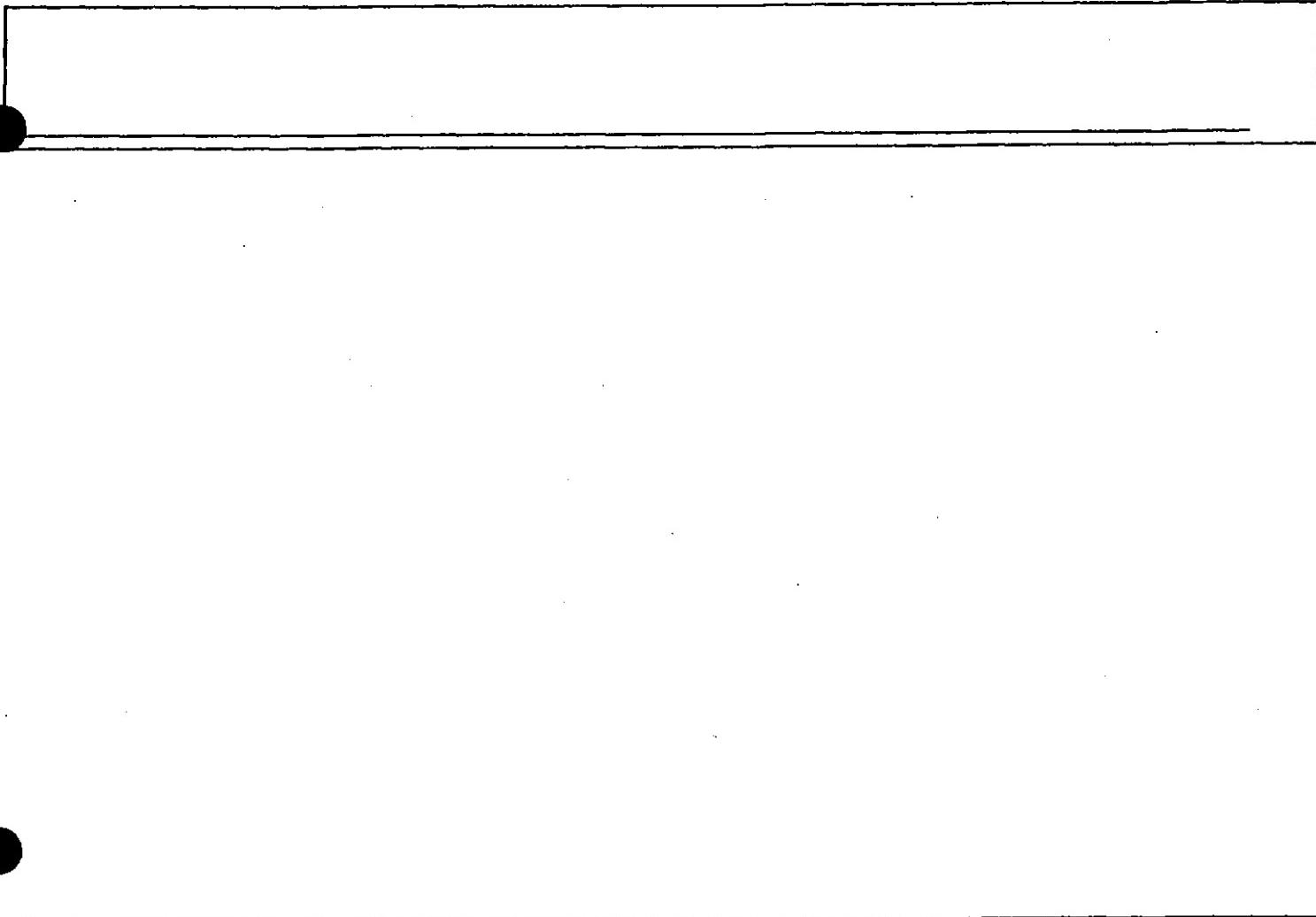
1. NOMENCLATURE COMPRESSOR ROTOR ASSY(714A)	2. NSN 2840-01-4584361	3. PART NUMBER OR MODEL Case 4:07-cv-00896-SV Document 20-500-57 Filed 05/29/2008 Page 43 of 66	4. SERIAL NUMBER 051365109302	5. WUC 04A01C				
NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H g	COMP NSTALL CYC/HRS h	O/H OR REPLAC LIFE j	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS f		COMP REMOVAL CYC/HRS i		
CENTRIFUGAL IMPELLER(714A)	2-100-180-17	051365109302	RC	0	RC	0	15000	15000
04A01D	2840-01-128-6582	1					cycles	
COMPRESSOR SHAFT(714A)	2-101-238-09	062517400277	RC	0	RC	0	15000	15000
04A01C01	2840-01-391-7257	1					cycles	
COMPRESSOR SPACER 1ST(714A)	2-103-024-04	060350100762	RC	0	RC	0	15000	15000
04A01C09H	5365-01-492-9294	1					cycles	
COMPRESSOR SPACER 2ND(714A)	2-100-047-09	061686800318	RC	0	RC	0	15000	15000
04A01C09J	5365-01-214-5928	1					cycles	
DISK 1ST COMPRESSOR(714A)	2-101-331-09	051365107391	RC	0	RC	0	15000	15000
04A01C09A	NSN PENDING	1					cycles	
DISK 2ND COMPRESSOR(714A)	2-101-332-06	051365108909	RC	0	RC	0	13000	13000
04A01C09B	NSN PENDING	1					cycles	
DISK 3RD COMPRESSOR(714A)	2-101-263-07	050350110758	RC		RC	0	11000	11000
04A01C09C	NSN PENDING	1					cycles	
DISK 4TH COMPRESSOR(714A)	2-100-042-10	050350110510	RC	0	RC	0	15000	15000
04A01C09D	NSN PENDING	1					cycles	
DISK 5TH COMPRESSOR(714A)	2-100-043-10	050350110746	RC	0	RC	0	15000	15000
04A01C09E	NSN PENDING	1					cycles	
DISK 6TH COMPRESSOR(714A)	2-100-044-08	050350110518	RC	0	RC	0	15000	15000
04A01C09F	NSN PENDING	1					cycles	

PART 2 - 714A ENGINE/COMPONENT REPORT APPROVED BY DA G4

NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN	TIME SINCE O/H	COMP	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				INSTALL CYC/HRS		REMOVAL CYC/HRS		
a	b	c	d	e	f	g	h	k

7.

SIGNIFICANT HISTORICAL DATA



A large rectangular box with a black border, occupying most of the page below section 7. It is intended for the entry of significant historical data related to the component.

I. NOMENCLATURE

TURBINE ROTOR(714A)

2. NSN

2840-01-458-5361

3. PART NUMBER OR MODEL

2801-540-45

4. SERIAL NUMBER

280154086P13804

5. WUC

04A03E

NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN NSTALL CYC/HRS <i>e</i>	TIME SINCE O/H	COMP NSTALL CYC/HRS <i>h</i>	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				NOMEN REMOVAL CYC/HRS <i>f</i>		COMP REMOVAL CYC/HRS <i>i</i>		
a	b	c	d	<i>g</i>	<i>j</i>	<i>k</i>		
DISK 4TH TURBINE(714A)	2-141-170-22	051365103862	RC		RC	0	10960	10960
04A03E02	2825-01-205-0769	1					cycles	
SHAFT INTEGRAL 3RD DISK(714A)	2-141-350-10	051365104742	RC		RC	0	13200	13200
04A03F	2840-01-470-8620	1					cycles	

1. MODEL T55-GA-714A	2. ENG S/N 06PGA00887	3. NOMENCLATURE TURBINE ROTOR(714A)	4. P/N 2-141-140-45	5. S/N 06P13804				
6. HISTORICAL COUNTS ON ENGINE								
LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h
2								
1-	0	0	0	0	0	0	0	0
3=								

7. NO. OF OVERHAULS

READING AT REMOVAL
ENGINE = Total Counts

READING AT
INSTALLATION

LINE 2 MINUS LINE 1 = Total
Counts since Install

NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN	TIME SINCE O/H	COMP	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				INSTALL CYC/HRS e		INSTALL CYC/HRS h		
a	b	c	d	NOMEN REMOVAL CYC/HRS f	g	COMP REMOVAL CYC/HRS i	j	k

21-Jul-2006	2 ENGINE INSTALLED IN ELAS. COMPONENT WILL BE CONVERTED TO ULLSA SYSTEM. THE FOLLOWING COMPONENT DOES NOT APPEAR ON THIS ELAS SYSTEM INSTALLABLE LIST BUT WHEN TRANSFERED TO ULLSA IT WILL BE ANNOTATED IN THE 2408-16: COMPRESSOR SPACER 1ST 04A1C09H PN: 2-103-024-07 NSN: 5365-01-492-9294 SN: 060350100762 #OH: RC NOMEN INST HRS: 0 TSO: RC COMP INST HRS: 0 O/H OR REPLACEMENT LIFE: 15000 CYCLES
PH826449, PCW	WESTAR
04-Aug-2006	1 50 HR INSP. ENG HRS: 0, 3RD COMP DISK: 0, GP SEALING PLATE: 0, GP SPACER: 0, 1ST TURBINE DISK: 0, 2ND TURBINE DISK: 0, 3RD TURBINE DISK: 0, 4TH TURBINE DISK: 0, N1 MAJOR CYCLES: 0, N1 MINOR CYCLES: 0.
JT213623	D CO 2ND BN 160TH SOAR (A)

NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN NSTALL CYC/HRS	TIME SINCE O/H	COMP NSTALL CYC/HRS	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				e		h		
a	b	c	d				j	k

7.

SIGNIFICANT HISTORICAL DATA

1 ENGINE INSTALLED ON A/C 9200472 AT 0 HRS AND 0 CYCLES

AZ234969

D CO 2/160

FTCKY 4223

21-Jul-2006

1 ENGINE INSTALLED IN ELAS. COMPONENT WILL BE CONVERTED TO ULLSA SYSTEM. THE FOLLOWING COMPONENT DOES NOT APPEAR ON THIS ELAS SYSTEM INSTALLABLE LIST BUT WHEN TRANSFERED TO ULLSA IT WILL BE ANNOTATED IN THE 2408-16:
 COMPRESSOR SPACER 1ST
 04A1C09H
 PN: 25108-024-07
 NSN: 5565-01-492-9294
 SN: 060350100762
 #OH: RC
 NOMEN INST HRS: 0
 TSO: RC
 COMP INST HRS: 0
 O/H OR REPLACEMENT LIFE: 15000 CYCLES

PH826449, PCW

WESTAR

FTCKY 42223

NOMENCLATURE AND WUC	PN AND NSN	COMPONENT SER NO. LOCATION	NO. PREV O/H	NOMEN	TIME SINCE O/H	COMP	O/H OR REPLAC LIFE	REP. DUE (Engine Hours/ Cycles)
				NSTALL CYC/HRS e		NSTALL CYC/HRS h		
a	b	c	d	NOMEN REMOVAL CYC/HRS f	g	COMP REMOVAL CYC/HRS i	j	k

SPACER TURBINE GAS(714A)	2-121-071-42	051365109444	RC		RC	0	8300	8300
04A02B13	5365-01-467-9095	1					cycles	
TURBINE ROTOR(714A)	2-141-140-45	06P13804	CC	0	CC	0	COND	COND
04A03E	2840-01-483-0254	1						

1. NOMENCLATURE ENGINE, GAS TURBINE (714A)		2. NSN 2840-01-458-5361	3. PART NUMBER OR MODEL 2-001-020-39	4. SERIAL NUMBER 06PGA00887			5. WUC 04A	
NOMENCLATURE AND WUC a	PN AND NSN b	COMPONENT SER NO. LOCATION c	NO. PREV O/H d	NOMEN NSTALL CYC/HRS e	TIME SINCE O/H f	COMP NSTALL CYC/HRS g	O/H OR REPLAC LIFE h	REP. DUE (Engine Hours/ Cycles) k
				NOMEN REMOVAL CYC/HRS i	COMP REMOVAL CYC/HRS j	O/H OR REPLAC LIFE k		
ENGINE, GAS TURBINE (714A)	2-001-020-39	06PGA00887	0	0	0	0	2400	2400
04A	2840-01-458-5361							
COMPRESSOR ROTOR ASSY(714A)	2-101-600-57	051365109302	CC	0	CC	0	COND	COND
04A01C	NSN PENDING	1						
CYLINDER 1ST TURBINE(714A)	2-121-470-49	061499500407	CC	0	CC	0	COND	COND
04A03B	2840-01-478-5346	1						
DISK ASSY 1ST TURBINE(714A)	2-121-090-79	051365108611	RC		RC	0	8500	8500
04A03A	NSN PENDING	1						
BLK ASSY 2ND TURBINE(714A)	2-121-110-35	051365109056	RC		RC	0	3300	3300
04A03C	NSN PENDING	1						
HYDROMECHANICAL ASSY	110700-02D6	1159901341249	0	0	0	0	2400	2400
04A05A	2915-01-371-9305	1						
LINER ASSY, COMBUSTION	2-131-110-76	062463718187	CC	0	CC	0	COND	COND
04A02A	2840-01-458-9984	1						
NOZZLE ASSY 1ST TURBINE	2-121-430-25	06P14492	CC	0	CC	0	COND	COND
04A02C	2840-01-461-4685	1						
NOZZLE ASSY, 2ND TURBINE	2-121-100-79	052490609822	CC	0	CC	0	COND	COND
04A03D	2835-01-453-7890	1						
SEALING PLATE 1ST GP(714A)	2-121-075-36	051365102968	RC		RC	0	20990	20990
04A02B12	2840-01-465-8934	1						

PART 2 - 714A ENGINE/COMPONENT REPORT APPROVED BY DA G4

1. MODEL T55-GA-714A	2. ENG S/N 08PGA00887	3. NOMENCLATURE ENGINE, GAS TURBINE (714A)	4. P/N 2-001-020-39	5. S/N 5A, DECU SIN 1159901190493	6. ACFT 9200472
6.					

HISTORICAL COUNTS ON ENGINE

LINE	3rd COMP a	1st TURB b	2nd TURB c	3rd TURB d	4th TURB e	1st GP f	GP SPACER g	ENG OP HRS h	7. NO. OF OVERHAULES 0
2									READING AT REMOVAL OF ENGINE = Total Counts
1-	0	0	0	0	0	0	0	0	READING AT INSTALLATION
3=									LINE 2 MINUS LINE 1 = Total Counts since Install

No.1 Engine

06PGA00887

Administrative Information

Case 4:07-cv-06396-CW Document 80-5 Filed 05/29/2008

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Acft:	92-00472	#1 Eng S/N:	06PGA00887
Date:	16-Aug-06	#2 Eng S/N:	06PGA00888

PAC Predicted Performance Values (MP=899/ MCP=806)

Chart PA:	3000	MP:	
Chart FAT:	20	Required Torque:	110
		Maximum NG:	108.9
		Required PTIT:	899

Power Assurance Check Results

PA:	3000		
FAT:	20		
#1 Engine:		#2 Engine:	
Observed Torque:	110	Observed Torque:	110
Observed NG:	107	Observed NG:	107
Max PTIT:	899	Max PTIT:	899
PTIT:	856	PTIT:	840
Fuel Flow:	2021	Fuel Flow:	2027
PTIT Margin:	43	PTIT Margin:	59
PAC Adjustment:	-8.6	PAC Adjustment:	-11.8

Power Assurance Test

FAT:	30		
#1 DECU:	27	#2 DECU:	29
PATN Adjustment:	3.0	PATN Adjustment:	3.0
PATN:	30	PATN:	32

Trigger Values

#1 DECU PAT	27	#2 DECU PAT:	29
#1 PATN Adjustment:	3.0	#2 PATN Adjustment:	3.0
#1 PACN Adjustment:	-8.6	#2 PACN Adjustment:	-11.8
#1 Engine Trigger:	21	#2 Engine:	20

Power Assurance Test Trigger Value Computation Worksheet
Max or Continuous Power, IMT Engines, Rev 7 DECU

Fault Discovery Aircraft

X

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ADM

MWS/ADM

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5,324

MWS/ADM

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MWS/ADM

Fault

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File

ADM

MWS/ADM

ADM

SWORN STATEMENT
Use of this form is mandatory.

Document 180-5

Page 55

of 66

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION BAF	2. DATE (YYYYMMDD) 20070228	3. TIME 13:30Z	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(6), (b)(3) (10USC130b)	6. SSN	7. GRADE/STATUS	

8. ORGANIZATION OR ADDRESS
D 2-160th SOAR(C)

9. **(b)(6), (b)(3) (10USC130b)**, WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

After reviewing the historical records for the engines installed on aircraft 472 I have found no errors. I looked at the engine HIT summary from 9-7-2006 all the way to 2-14-2007 and all indications show a healthy engine condition for both #1 and #2 engines. I also reviewed DA Form 2408-20 oil analysis and all ^{(b)(6)} samples were taken as Routine and all results were Normal.

Another form reviewed was DA Form 714A Engine Historic Records. Both the #1 and #2 engines were Zero time engines, neither the engines nor subcomponents of those engines had any run time prior to being installed ~~on~~ ^{(b)(6)} aircraft 472 on ~~19 Aug~~ ^{19 Aug} 19 Jul 2006.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT	PAGE 1 OF _____ PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

9. STATEMENT *(Continued)*

(b)(6), (b)(3) (10USC130b)

AFFIDAVIT

I, [REDACTED], HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE [REDACTED]. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(6), (b)(3) (10USC130b)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____,
at _____

ORGANIZATION OR ADDRESS

(Signature of Person Administering Oath)

(Typed Name of Person Administering Oath)

ORGANIZATION OR ADDRESS

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT
(b)(6),
(b)(3)

PAGE 2 OF 2 PAGES

SWORN STATEMENT

For use of this form, see AR 190-45; the proponent agency is PMG.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10, USC Section 301; Title 5, USC Section 2951; E.O. 9397 Social Security Number (SSN).

PRINCIPAL PURPOSE: To document potential criminal activity involving the U.S. Army, and to allow Army officials to maintain discipline, law and order through investigation of complaints and incidents.

ROUTINE USES: Information provided may be further disclosed to federal, state, local, and foreign government law enforcement agencies, prosecutors, courts, child protective services, victims, witnesses, the Department of Veterans Affairs, and the Office of Personnel Management. Information provided may be used for determinations regarding judicial or non-judicial punishment, other administrative disciplinary actions, security clearances, recruitment, retention, placement, and other personnel actions.

DISCLOSURE: Disclosure of your SSN and other information is voluntary.

1. LOCATION <i>Bagram Air base</i>	2. DATE (YYYYMMDD) <i>2007/02/27</i>	3. TIME <i>07082</i>	4. FILE NUMBER [REDACTED]
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(6), (b)(3) (10USC130b)			
8. ORGANIZATION OR ADDRESS <i>D/2/1160</i>			
9. (b)(6), (b)(3) (10USC130b)			

I, [REDACTED], WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:

On or about 27 Feb I was informed that ACFT 469 located in [REDACTED] had 2 engines with Fod. He immediately looked at ACFT 476 located in Bagram & found the #2 eng had Fod.

On or about 23 Feb Myself and a maint PKG consisting of one Technical Inspector, 1 eng repairman & 1 Avionics repairman deployed to [REDACTED] with 2 engines to replace damaged engines on acft 469. After replacing engines I conducted a prefit of both engines & found several pieces of small gravel on the hang deck leading me to believe that the Fod on those engines may have occurred from the gravel in the parking area.

10. EXHIBIT	11. INITIALS OF PERSON MAKING STATEMENT (b)(6), (b)(3) (10USC130b)	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ TAKEN AT _____ DATED _____"

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

PRIVACY ACT STATEMENT

AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 dated November 22, 1943 (SSN).
PRINCIPAL: To provide commanders and law enforcement officials with means by which information may be accurately identified.
ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.
DISCLOSURE: Disclosure of your social security number is voluntary.

1. LOCATION BAF	2. DATE (YYYYMMDD) 20070227	3. TIME 0955Z	4. FILE NUMBER
---------------------------	---------------------------------------	-------------------------	----------------

5. LAST NAME FIRST NAME MIDDLE NAME (b)(6), (b)(3) (10USC130b)	6. SSN	7. GRADE/STATUS
---	--------	-----------------

8. (b)(1)1.5a	
---------------	--

9. (b)(6), (b)(3) (10USC130b)	I, [REDACTED], WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:
-------------------------------	---

Background information.

1. Overall flt time
2. MH47D **0** MH47E aprox 1,000
3. Years in Avn **8**
4. Years in 160th **3**
5. Number of deployments and months in: Iraq **0 / 0** Afghan **3 / 11**

Pre-mission. Summarize pre-mission planning to include what the mission was, length of time between warning order to execution, whether rehearsals were conducted, and what aspects of the mission were you most concerned about.

WE WERE TO RETURN AS A FLT of 3 MH-47E from (b)(1)1.4a BAF.
 Mission was briefed and we departed (b)(1)1.4a, I do not recall specific times. Nothing seemed out of the ordinary or rushed, weather conditions at (b)(1)1.4a seemed favorable and I had no concernes.

During the briefing what aspect(s) were stressed more than others?

weather had been a factor and that seemed to be the biggest concern.

Pilots: According to your performance planning how would the loss of an engine affect your ability to maintain flight or perform certain maneuvers required by the mission?

Mission Execution. Briefly summarize the mission from aircraft crank to when you first became aware of the problem with (b)(1)1.4a. How did you first find out?

Describe your aircrafts airspeed, altitude and the weather conditions at this time.

Departed (b)(1)1.4a and flew as a flt of 3 for aprox 1 to 1.5 hrs. The Aircraft flt encountered IMC conditions and executed IMC breakup seperation. I could not see ground or any other chalks. The crew became aware of icing conditions and descended to 100 ft clearance Alt TPTA, I was on chalk 2 and we maintained a higher clearance Alt of @ 300 ft. I heard chalk 3 come in on the radio with "Eng failure" followed by "we need to land" I was Right Ramp of (b)(1)1.4a and

10. EXHIBIT	11. INITIALS OF PE (b)(6), (b)(3) (10USC130b)	STATEMENT	PAGE 1 OF 2 PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT" TAKEN AT DATED

THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER MUST BE INDICATED.

PRIVACY ACT STATEMENT

Authority: The general authority for soliciting this information is 10 USC § 3012. More specific authority(ies) may exist.

Purpose: The purpose(s) for soliciting this information is to obtain facts and make recommendations to assist the commander in determining what action to take with regard to:

MISHAP OF (b)(1)1.4a

17 FEB 2007 AND THE RESULTING CASUALTIES

Failure to disclose:

For soldiers and civilians not being advised of their Article 31, UCMJ rights and civilians not being advised of the 5th Amendment rights: Providing the information is mandatory. Failure to provide information could result in disciplinary or other adverse action against you under the UCMJ or Army regulations or applicable civilian personnel regulations.

For soldiers and civilians being advised of their Article 31, UCMJ rights and civilians being advised of the 5th Amendment rights: Providing the information is voluntary. There will be no adverse effect on you for not furnishing the information other than that certain information might not otherwise be available to the commander for his or her decision in this matter.

Routine Uses: Any information you provide is disclosable to members of the Department of Defense who have a need for the information in the performance of their duties. In addition, the information may be disclosed to Government agencies outside of the Department of Defense.

(b)(6), (b)(3) (10USC130b)

SUPERVISOR VIEWED

SIGNATURE OF INVESTIGATING OFFICER

DATE 27 FEB 07

9. STATEMENT (Continued)

could not see (b)(1).1.4a we attempted to land and descended with ground in sight @ about 75 to 100 ft AGL we found no suitable LZ and made decision to TFTA TO (b)(1).1.4a we had no further contact w/ (b)(1).1.4a and remained @ (b)(1).1.4a OVER DAY.

When you became aware of the problem with (b)(1).1.4a what actions did your aircraft perform immediately after hearing of the situation and actions taken after you left the scene. What specific roles did you perform?

WE ATTEMPTED TO LAND. my Duty on Right Ramp was to maintain airspace surveillance and look for (b)(1).1.4a I could not (b)(1).1.4a due to weather and Inc separation. we could not land and continued to (b)(1).1.4a were we postured for further orders or missions.

Are you aware of any issues with the reliability of the aircrafts engines?

NO

Do you have anything further you would like to add?

NO

Post Pt insp @ (b)(1).1.4a Revealed ice on thebox area Aprox 1inch thick along the leading edges of AFT pylon. Ice was also present on the # 2 eng Fod screen and Eng drive shaft couplings.

(b)(6), (b)(3) (10USC130b)

AFFIDAVIT

I, _____, HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, (b)(6), (b)(3) (10USC130b)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this 27 day of FEB 2007
at BAF

(b)(6), (b)(3) (10USC130b)

(Signature of Person Administering Oath)

(Typed Name of Person Administering Oath)

(Authority To Administer Oaths)

INITIALS OF PER (b)(6), (b)(3) G STATEMENT
(T) 0-8-Td

PAGE 2 OF 2 PAGES

USAPA V1.01

PRIVACY ACT STATEMENT

Authority: The general authority for soliciting this information is 10 USC § 3012. More specific authority(ies) may exist.

Purpose: The purpose(s) for soliciting this information is to obtain facts and make recommendations to assist the commander in determining what action to take with regard to:

MISDEMP OF (b)(1)1.4a

17 FEB 07 AND THE RESULTING CASUALTIES

Failure to disclose:

For soldiers and civilians not being advised of their Article 31, UCMJ rights and civilians not being advised of the 5th Amendment rights: Providing the information is mandatory. Failure to provide information could result in disciplinary or other adverse action against you under the UCMJ or Army regulations or applicable civilian personnel regulations.

For soldiers and civilians being advised of their Article 31, UCMJ rights and civilians being advised of the 5th Amendment rights: Providing the information is voluntary. There will be no adverse effect on you for not furnishing the information other than that certain information might not otherwise be available to the commander for his or her decision in this matter.

Routine Uses: Any information you provide is disclosable to members of the Department of Defense who have a need for the information in the performance of their duties. In addition, the information may be disclosed to Government agencies outside of the Department of Defense.

(b)(6), (b)(3) (10USC130b)

SIGNATURE OF INVESTIGATING OFFICER

DATE 27 FEB 07

PRIVACY ACT STATEMENT

AUTHORITY: Title 10 USC Section 301; Title 5 USC Section 2951; E.O. 9397 dated November 22, 1943 (SSN).
PRINCIPAL To provide commanders and law enforcement officials with means by which information may be accurately identified.
ROUTINE USES: Your social security number is used as an additional/alternate means of identification to facilitate filing and retrieval.
DISCLOSURE: Disclosure of your social security number is voluntary.

1. LOCATION <u>Bagram</u>	2. DATE (YYYYMMDD) <u>20070127</u>	3. TIME <u>1048Z</u>	4. FILE NUMBER
5. LAST NAME, FIRST NAME, MIDDLE NAME (b)(6), (b)(3) (10 USC 130b)		6. SSN [REDACTED]	
7. GRADE/STATUS [REDACTED]		8. ORGANIZATION (b)(1)1.4a [REDACTED]	
9. [REDACTED] (b)(6), (b)(3) (10 USC 130b)		WANT TO MAKE THE FOLLOWING STATEMENT UNDER OATH:	

Background information

- Background Information

 1. Overall fit time (+/-) 100 hrs
 2. MH47D MH47E (+/-) 100 hrs
 3. Years in Avn C (19xx-'00)
 4. Years in 160th 1 Nov '04)
 5. Number of deployments and months in: Iraq 1 / 12 Afghan 4 / 16

Pre-mission. Summarize pre-mission planning to include what the mission was, length of time between warning order to execution, whether rehearsals were conducted, and what aspects of the mission were you most concerned about.

Pilots: According to your performance planning how would the loss of an engine affect your ability to maintain flight or perform certain maneuvers required by the mission?

Mission Execution. Briefly summarize the mission from aircraft crank to when you first became aware of the problem with
(b)(1)1.4a How did you first find out?

Describe your aircraft's airspeed, altitude and the weather conditions at this time.

See Pre-mission Above

WE BELIEVE IS SO QUICKLY A/C ATTEMPTED TO CLIMB ABOVE THEM AFTER ENCOUNTERING
ICING THE A/C DESCENDED. (b)(1)1.4a ATTEMPTED TO LAND BUT COULD NOT DUE TO VIS
OR SUITABLE LANDING AREAS.¹²¹

ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT" _____ TAKEN AT _____ DATED _____

**THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT, AND PAGE NUMBER
MUST BE INDICATED.**

9. STATEMENT (Continued)

When you became aware of the problem with (b)(1).4a what actions did your aircraft perform immediately after hearing of the situation and actions taken after you left the scene. What specific roles did you perform?

All remaining chalks (b)(1).4a kept on slowing back and tried to land with no suitable place to land we moved onto Gazni to refuel and receive follow on orders.

AIRCOMPIST CALLS TO (b)(1).4a ON ALL RADIOS BUT HAD NO RESPONSE. Post flight revealed icing on the gimbals of the MRK Pod which accounted for fake distance readings, this may be caused by (b)(1).4a Flying higher (slightly) than the other chalks.

Are you aware of any issues with the reliability of the aircrafts engines?

No

Do you have anything further you would like to add?

AFFIDAVIT

I, (b)(6), (b)(3) (10USC130b), HAVE READ OR HAVE HAD READ TO ME THIS STATEMENT WHICH BEGINS ON PAGE 1, AND ENDS ON PAGE 2. I FULLY UNDERSTAND THE CONTENTS OF THE ENTIRE STATEMENT MADE BY ME. THE STATEMENT IS TRUE. I HAVE INITIALED ALL CORRECTIONS AND HAVE INITIALED THE BOTTOM OF EACH PAGE CONTAINING THE STATEMENT. I HAVE MADE THIS STATEMENT FREELY WITHOUT HOPE OF BENEFIT OR REWARD, WITHOUT THREAT OF PUNISHMENT, AND WITHOUT COERCION, UNLAWFUL INFLUENCE, OR UNLAWFUL INDUCEMENT.

(b)(6), (b)(3) (10USC130b)

(Signature of Person Making Statement)

WITNESSES:

Subscribed and sworn to before me, a person authorized by law to administer oaths, this _____ day of _____, _____ at _____

ORGANIZATION OR ADDRESS

(Signature of Person Administering Oath)

(Typed Name of Person Administering Oath)

ORGANIZATION OR ADDRESS

(Authority To Administer Oaths)

INITIALS OF PERSON MAKING STATEMENT

PAGE 1 OF 2 PAGES

REPLY TO
ATTENTION OF:

(b)(1)1.4a

21 February 2007

MEMORANDUM FOR (b)(6), (b)(3) (10 USC 130b) U.S. Army Special Operations Command (Airborne), BLDG H-2929 Desert Storm Drive, Fort Bragg, North Carolina 28310

SUBJECT: Appointment as AR 15-6 Investigating Officer (U)

1. (S) Appointment. You are hereby appointed an investigating officer pursuant to Army Regulation (AR) 15-6, Procedure for Investigating Officers and Boards of Officers, to conduct an informal investigation into the aircraft mishap of (b)(1)1.4a during combat operations in Afghanistan on 17 February 2007 and the resulting casualties. This investigation is your primary duty and takes precedence over all other duties assigned.

2. (U) Legal Orientation. Before you begin your investigation, you should receive a briefing from the (b)(6), (b)(3) (10 USC 130b), (b)(1)1.4a will serve as your legal advisor during the Bagram investigative phase. You will consult with them regarding all aspects of this investigation, including preparing findings and recommendations.

3. (U) Procedures. You are to conduct this investigation using the informal procedures outlined in Chapter 4, AR 15-6. No individual has been named as a respondent at this time. You are to thoroughly document all witness interviews in writing. Consult your legal advisor prior to advising anyone of his or her rights. You may also consult with and seek the advice of relevant Subject Matter Experts (to include but not limited to maintenance, medical, and standardization/evaluation) as required for your investigation.

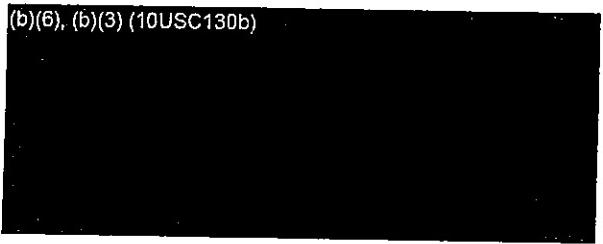
4. (U) Report of Investigation. The report of investigation should include findings on the following specific issues:

- a. (U) The facts and circumstances leading up to the aircraft mishap and the associated casualties.
- b. (U) Were the casualties a result of enemy contact?
- c. (U) Are there any indications the mishap occurred due to friendly fire or maintenance related equipment failure?
- d. (U) What, if any, other factors (e.g., weather, flying conditions, time of day) contributed to the aircraft mishap?
- e. (U) Make any recommendations as you deem appropriate.

SECRET

5. (U) Submit your findings and recommendations on a DA Form 1574 (Report of Proceedings by an Investigating Officer/Board of Officers) through the (b)(1)1.4a SJA to me no later than 14 March 2007. Submit any requests for modification of this suspense or the scope of your investigation to me, through your legal advisor.

(b)(6), (b)(3) (10 USC 130b)



~~SECRET~~

		AIRCRAFT ID CARD DEPLOYED 00601	Serial No. 9200472																		
UIC MDSVAA	MDS MH-47E	SUPERVISOR'S NAME ESTES, JACSON, CHARLES E.	Version 1.0.38																		
UNIT ECO 160 SOAR(A)	CREW CHIEF'S NAME FE-1 WILKINSON, ADAM A.	<table border="1"> <tr> <td>Historical Records</td> <td>System Status</td> </tr> <tr> <td>2408-5-1</td> <td>2408-15-2</td> </tr> <tr> <td>2408-17</td> <td>2408-19-1</td> </tr> <tr> <td>2408-19-3</td> <td>2408-20</td> </tr> <tr> <td>714A Engine</td> <td>OH-53D 719</td> </tr> <tr> <td colspan="2"><></td> </tr> <tr> <td>Exit</td> <td>Admin</td> </tr> <tr> <td>Utilities</td> <td>LogBook</td> </tr> <tr> <td colspan="2">Migration</td> </tr> </table>		Historical Records	System Status	2408-5-1	2408-15-2	2408-17	2408-19-1	2408-19-3	2408-20	714A Engine	OH-53D 719	<>		Exit	Admin	Utilities	LogBook	Migration	
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